


PRICE \$21 PER MONTH

## Intimidation

  
**CITY HALL.**

**MR. ROBERT HELLER'S SIXTH NIGHT.**  
THIS (FRIDAY) EVENING,  
7.30. **THE GRAND NAVAL NIGHT.**  
UNDER THE PATRONAGE OF VICE-ADMIRAL  
SHAWSWELL, C.B., CAPT. AUSTRIE AND THE  
OFFICERS OF H.M. FLAGSHIP "IRON DUKE."

1.—The Cabistic Clock; 2.—The Aerial  
Juggler; 3.—Impossible Medicines; 4.—The Silver  
Globe; 5.—The Marvellous Orange Tree; 6.—  
Professor's Pumps (Reel).

**PART 3RD.—MUSIC.**

MR. HELLER will perform on his Grand  
Piano—1.—Three Songs without Words,  
2.—The "Waltz" (WOTRE),—Mendelssohn,  
3.—The "Tarentelle" (Requart),—3.—Home, Sweet  
Home—Thalberg.

**PART 3RD.—MYSTERY.**

**SUPERNATURAL VISION.** How uncom-  
monly strange is the working of this Mysterious  
and Incredible Performance by Miss  
HELLER "It is Ventriloquism?" "It is Mes-  
merism?" "It is Clairvoyance?" COME  
AND SEE.

**PART 4TH.—EXPLANATORY.**

A Novel and Interesting Feature, entitled  
"THE MENTAL MAGIC." MR. HELLER will not

a number of Excellent Parlour Illusions  
 be done.  
**ON SATURDAY NIGHT AN ENTIRE  
 CHANGE.**  
**MR. HELLER'S FOURTH PROGRAMME.**  
 A Plan of the Seals at Messrs. LANE, CRAW-  
 FORD & Co's, where Chairs can be secured  
 ry day, from 10 till 5.  
**ADMISSION.**  
 Front Chairs (numbered),.....\$2 00.  
 Back Chairs,.....1.00.  
 Doors open at 8.30 P.M., to commence at 9  
 P.M.

J. W. SMITH,  
Manager, at Lane, Crawford & Co's.  
40 Hongkong, 29th February, 1872.  
FOR LONDON via SUEZ CANAL.  
THE O. S. S. Co's Steamship  
"GLAUCUS."  
To be despatched on or about 4th March.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
415 Hongkong, 1st March, 1872.

THE Spanish Brig  
**"VILLA DE RIVADAVIA,"**  
 Captain Olaguivel, having the greater portion  
 of her Cargo engaged, will be shortly de-  
 parted for the above port.  
 For Freight or Passage, apply to  
**BRANDAO & Co.**  
 2416 Hongkong, 1st March, 1872.

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**FOR SALE.**

Apply to. REMEDIOS & Co.  
No. 419 " Hongkong, 1st March, 1873.

IN the first moon of the Chinese year,  
SUN-ON-LOONG, chief goods shop, was  
the first promoter, Lee Sir Sui Chow, and  
the New Sun Chiao Chiao Co. Co. Co.,  
who sold and transferred the business,  
to trade, and good-will to the under-  
taker. All accounts be settled between  
the 5th inst. And the business is  
carried on by the undersigned under  
the name SUN-ON-LOONG-YEE KEE. The in-  
terests of Lee Sir Chow and other late pro-  
motors in shop cease from this date. The

tracted or transactions entered into by the  
proprietors. **E YEE TONG.**  
 414 Hongkong, 1st March, 1872.  
CANILA HARDWOOD

FOR SALE. F. PEIL.  
418 Hongkong, 1st March, 1872.  
MEDICAL HALL.  
The undersigned begs to intimate that Mr.  
THEOPHIL KOFFER, the late Manager of

the sole Proprietor of the Dispensary,  
known under the name of "THE MEDICAL  
HALL," Queen's Road, No. 37.  
All outstanding accounts will be settled by  
THEOPHIL KOEFFE.  
D. W. KAUFFMANN.  
on 419 Hongkong, 1st March, 1872.

**MEDICAL HALL.**  
**GERMAN DISPENSARY.**

WITH reference to the above advertisement,  
the undersigned begs to solicit

adherence to any business entrusted to his care, he may earn a share of the confidence hitherto engaged by the above establishment.

**THEOPHIL KOFFER.**  
420 Hongkong, 1st March, 1872.

**CHINA & JAPAN MARINE INSURANCE COMPANY.**

NOTICE is hereby given, that an EXTRA

ORDINARY GENERAL MEETING  
shareholders in the above Company will be  
at the COMPANY'S OFFICES, No. 6, Nankin  
Road, Shanghai, on TUESDAY, the 2nd April  
at 3 P.M., for the purpose of passing cer-  
tified proposed alterations in Clause 92 of the  
Memorandum of Settlement, providing for a return,  
in respect of the payment of interest on the paid-up

Capital, or Two-thirds of the Annual Pro-  
rateably to all contributors of business,  
other Shareholders or not, and for placing  
remaining One Third to the Reserve Fund.  
By order of the Board of Directors,  
W. SCHMIDT,  
*Secretary.*

334 Shanghai, 20th February, 1872.

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**WANTED.**  
**SITUATION** in a Mercantile Office or  
Bank at any of the Ports of China, Shang-  
hai or Yokohama preferable, by one who has

and can undertake corresponding on business matters.  
Apply to E. V. C., care of the Editor of the  
Press.  
1708 Hongkong, 6th October, 1871.

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## Notices to Consignees.

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NOTICE.

CONSIGNEES OF OPTIONAL CARGO,  
EX O. S. S. CO.'S S.S. GLAUCUS.

Shipping Orders must be obtained from the undersigned not later than the 2nd day for shipment per *Ajax*.  
**BUTTERFIELD & SWIRE,**  
*Agents.*  
 385 Hongkong, 27th February, 1872.

stored at the M. M. Co.'s Godown, at the  
and expense of the Consignees, who are  
expected to take immediate delivery. (No Fire  
insurances have been effected on the following.)  
Ex S. S. "Donnai."  
A, 416, 1 case, addressed August Atgar.  
Ex S. S. "Pako."

P, 1, 1 box Samples.  
*Es S. S. "Mekong."*  
 N J (in diamond), 22 bales Waste,  
*Es S. S. "Alpee."*  
 H, 250/51, 2 cases Merchandise.  
**A. CONIL,**  
*Principal Agent.*







[illegible]



## Extracts.

The Loss of the "Delaware."  
(Saturday Review, Dec. 30.)

There is a local tradition that the extremity of Cornwall once extended further to the westward than it does at present, and that a tract of land called Llanionness was overflowed or washed away by the sea. This tradition is thought to have connected the Scilly Islands with the mainland of Cornwall. There are more than one hundred and forty small islands, of which thirty-eight or thereabouts are inhabited. The islands form a compact group, surrounded by a deep sea, from which they rise for the most part abruptly, with rugged sides. In the channels which separate the islands the depth of the sea is much less, and in some parts extensive flats, dry, or nearly dry, at low water, extend from island to island. This group of islands, which are about twenty-five miles to the south and west of the nearest point of the Cornish coast, and, as the prevailing wind is westerly for half the year, it offers itself as a dangerous lee-shore to ships bound either to Liverpool or London. Indeed, the formidable character of this group of islands is familiar to every reader of naval history, since it was on them that the brave and skillful Sir Cloudesley Shovel was shipwrecked on his return from the Mediterranean in 1707. He was the child of humble parents, and was born in an obscure village on the coast of Norfolk about the year 1650. He was intended for a shoemaker, but abandoned the last and went to sea. He began his naval career as a cabin boy, and continued as such until he was promoted to the rank of lieutenant. He then attracted notice by volunteering to swim with an urgent order from the admiral, on board whose ship he was, to another ship during an action. He was in all the principal naval actions of the wars of King William III. and Queen Anne, and had done his duty well when some of his colleagues, who were more ambitious, attempted to attack upon him. He was then ordered to go on board the ship, and it was supposed that his flag-ship struck on the rocks called the Bishop and his Clerks, which form part of the Scilly group. So far as is known, every person on board this ship perished. The body of the Admiral was washed ashore and found among the rocks of St. Mary's Island by fishermen, by whom it was stripped and plundered, and then buried. He was afterwards exhumed and carried to Plymouth, and thence to London, where he was honoured with a public funeral. People who know that Sir Cloudesley Shovel was wrecked upon these islands know for the most part nothing of their recent history or present condition, and indeed they are not much less ignorant of the circumstances when Shovel described their position, with reference not to England but to Spain. The more adventurous class of sea-faring men, who have been tried a residence at Scilly during the summer months, and we know that Heligoland, a much less eligible spot, has become a fashionable bathing-place. It may be our misfortune to find that the distance next to nothing of the present condition of these islands, and that in spite of steam-boats and submarine telegraph, we are still able to regard them as the *infans scopulorum* on which Sir Cloudesley Shovel and his flag-ship perished. If we ventured to conjecture the purpose for which these islands were created, we should say that they were meant to be a barrier to the coast, and it was with amazement that we heard of the loss of a large and valuable steamer just out of Liverpool, which was caught by a south-west gale when dangerously near to the Bishop and his Clerks. It must not be supposed that the name of this group of rocks was intended by those who gave it to indicate that a ship is safe in proportion to the distance from them, but that the tradition, which "weathering the Bishop" does describe, in the language of a pilot of these waters, a difficult and perilous operation. The steamship *Delaware* endeavoured to perform this operation in a gale of tremendous violence on Wednesday last week, and, having failed, she necessarily went to pieces. We are only in possession of general information as to the circumstances of her loss, but we can hardly be mistaken in supposing that it indicates some peculiar danger of modern navigation which did not exist under the system which Shovel, and after him Nelson, practised. This ship had passed through the Buz Canal in her last homeward voyage, and we should think that a weathering the Bishop had either been adapted for that traffic, or that it was suited for "weathering the Bishop" in a south-west gale. But it would be quite possible to make a voyage out from Liverpool to India without coming dangerously near the Scilly Isles. Unfortunately, however, the captains of these fast steamships are rather disposed to cut things too fine. They get into positions where no sailing ship would venture, and generally get cut again. But every now and then there is an accident or mistake, and the consequences are terrible. It is stated that all the crew and passengers of the *Delaware*, except two or three, have perished, and the value of the ship and cargo, of which some portion is likely to be saved, has been estimated at upwards of a quarter of a million sterling.

We are told that about 6 o'clock in the afternoon of Wednesday week the gale was at its height. The first intimation to the islanders that a wreck was impending on their coast was the appearance of a large steamer in a disabled condition in Broad Sound. As soon as her state was recognised it was perceived that help could not be afforded. Even if there had been time to mount an attempt at rescue, which there was not, the steamer pilot-cutler and the most courageous men could not have put out from the shore without incurring certain loss. We learn with some surprise that Scilly does not possess a life-boat, and this deficiency goes far to show that these islands are regarded as lying rather out of the usual track of vessels. There being no harbour, and no shelter, help to the disabled ship could not be rendered. She drove upon a reef right in the eye of the gale, and almost instantly disappeared from view. Thus sudden and awful was the destruction of "one of the most magnificent vessels belonging to the port of Liverpool." We are informed that on her last voyage home from India by the Buz Canal, "she brought the largest cargo of cotton on record," a fact which, if we had known it, would by no means have encouraged us to select her for the experiment of passing near the Scilly Isles at a season when westerly gales prevail. Her course lay to the westward of the islands, and the question will be asked why she did not keep it. She was not only "a very fine vessel," which may mean a very fine vessel either for the Scilly Channel or for the Atlantic Ocean, but she was well manned and officered. Some "unfortunate casualty" to her engines is thought to have caused her loss. Her steam power having failed, she would be, in the estimation of competent observers, quite incapable of "weathering the Bishop."

## Houses, Lands, Tenements, &amp;c.

## TO LET.

**HOUSES TO LET.**  
In various parts of Hongkong, a list of houses for sale or to let, in the most desirable localities, at the Store of Messrs. BLACKBURN & CO., QUEEN'S ROAD WEST, BARRINGTON & ALGAR.  
# 341 Hongkong, 20th February, 1872.

**TO LET.**  
From the late Sir George B. GALTOW, situated in the Albany, a list of houses for sale or to let, in the most desirable localities, at the Store of Messrs. BLACKBURN & CO., QUEEN'S ROAD WEST, BARRINGTON & ALGAR.  
# 341 Hongkong, 20th February, 1872.

**TO LET.**  
A commodious and well-known BUN-GALOW, situated in the Albany, a list of houses for sale or to let, in the most desirable localities, at the Store of Messrs. BLACKBURN & CO., QUEEN'S ROAD WEST, BARRINGTON & ALGAR.  
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# 341 Hongkong, 20th February, 1872.

## Insurances.

**YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.**  
CAPITAL AND SURPLUS 750,000 TAELS.

**POLICIES** granted on Marine Risks to all parts of the World, at current rates. In addition to the usual Brokerage, this Association returns to all policy holders One-third of the yearly profits on the business, divided *pro rata* to the net premium contributed.

**RUSSELL & Co., Agents.**  
# 1089 Hongkong, 26th December, 1870.

**COMPAGNIE LYONNAISE D'ASSURANCE MARITIME.**  
Société anonyme libérée au Capital de 6,000,000 de francs (un quart versé).

**THIS COMPANY** has been appointed Agents for the above Company at this Port, and is prepared to accept Marine Risks at Current Rates.

**LOYD FRANCAIS**, Capital of 6,000,000 francs. And with the CIE FRANCAISE D'ASSURANCE MARITIME, Capital of 17,000,000 francs. Offers to the Assured the Security of a collective Capital of 23,000,000 francs. Agencies established, and Policies may be taken in Lyons, Paris, London, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents for the above Company at this Port, are prepared to accept Marine Risks, foreign or coastwise, at current rates.

**RUSSELL & Co., Agents.**  
# 1377 Hongkong, 23rd July, 1870.

**THE LIVERPOOL AND BOMBAY TRADING INSURANCE COMPANY.**

The undersigned having been appointed Agents for the above Company at this Port, are prepared to accept Marine Risks against Marine Risks at current rates.

**HOLLIDAY, WISE & Co., Agents.**  
# 777 Hongkong, 26th April, 1870.

**THE LONDON ASSURANCE COMPANY.**  
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

The undersigned having been appointed Agents for the above Corporation, are prepared to accept Marine Risks, foreign or coastwise, at current rates.

**HOLLIDAY, WISE & Co., Agents.**  
# 1297 Hongkong, 1st November, 1870.

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

FROM and after this date the following rates will be charged on SHORT PERIOD Insurance, viz:—

Not exceeding 1 month & 1/2 of the annual rate Above 1 month and not exceeding 3 " 1 do. do. Above 3 months and not exceeding 6 " 1 do. do. Above 6 months the full annual rate.

**GILMAN & Co., Agents.**  
North British & Mercantile Insurance Company, # 695 Hongkong, 7th April, 1868.

**VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.**

THIS Company, with its Head Office at Hongkong, and Agencies at the various Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

**AUGUSTINE HEARD & Co., Secretaries.**  
# 557 Hongkong, 1st April, 1871.

**NOTICE.**  
FROM this date, there will be no charge for Policies issued by this Company.

**AUGUSTINE HEARD & Co., Secretaries.**  
# 1477 Hongkong, 1st November, 1871.

**NOTICE.**  
FROM and after this date the following rates will be charged SHORT PERIOD Insurance, viz:—

Not exceeding 1 month & 1/2 of the annual rate Above 1 month and not exceeding 3 " 1 do. do. Above 3 months and not exceeding 6 " 1 do. do. Above 6 months the full annual rate.

**GILMAN & Co., Agents.**  
North British & Mercantile Insurance Company, # 675 Hongkong, 13th August, 1869.

**NOTICE.**  
FROM and after this date the following rates will be charged SHORT PERIOD Insurance, viz:—

Not exceeding 1 month & 1/2 of the annual rate Above 1 month and not exceeding 3 " 1 do. do. Above 3 months and not exceeding 6 " 1 do. do. Above 6 months the full annual rate.

**GILMAN & Co., Agents.**  
North British & Mercantile Insurance Company, # 675 Hongkong, 13th August, 1869.

**CHINA AND JAPAN MARINE INSURANCE COMPANY.**

Risks to all parts of the World at current Rates. In addition to the usual Brokerage, and to a return as hereafter of 30% of the annual Net Profit of the Company in *pro rata* to the amount of the Premium contributed, a further Bonus out of the said Profits may be declared, payable in like manner to the Shareholders only, as at the time of contributing business, and after the 1st January, 1872, shall be registered as Shareholders in the Company's Books.

**WM. POSTAU & Co., Agents.**  
# 1402 Hongkong, 2nd January, 1872.

**NOTICE.**  
BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

The undersigned having been appointed Agents for the above Insurance Company, are prepared to issue Policies against Marine Risks on Freight and Cargo at Current Rates, subject to a discount of 15% on the Net Premium contributed, a further Bonus out of the said Profits may be declared, payable in like manner to the Shareholders only, as at the time of contributing business, and after the 1st January, 1872, shall be registered as Shareholders in the Company's Books.

## Insurances.

**OCEAN MARINE INSURANCE COMPANY, LIMITED.**  
INCORPORATED 1869.

**CAPITAL, £1,000,000.**  
THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and Insure Policies at current rates.

**AUGUSTINE HEARD & Co., Agents.**  
# 1351 Hongkong, 7th June, 1867.

**UNIVERSAL MARINE INSURANCE COMPANY, LIMITED (OF LONDON).**

The Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Pootung, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.

**GILMAN & Co., Agents.**  
# 437 Hongkong, 9th March, 1871.

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

Reduction in the Rates of Premium. Detached and semi-detached Dwelling Houses, removed from the town and their contents, 1 percent. Other Dwelling Houses (similarly situated), 1 percent. Offices and Godowns and their contents, 1 percent.

**GILMAN & Co., Agents.**  
North British & Mercantile Insurance Company, # 886 Hongkong, 10th March, 1865.

**MERCHANTS MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.**

ENGAGED EXCLUSIVELY IN MARINE INSURANCE. Paid up Capital—\$500,000.

The Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks on the usual terms.

**OLYPHANT & Co., Agents.**  
# 1392 Hongkong, 2nd July, 1869.

**IMPERIAL FIRE INSURANCE COMPANY.**

The Undersigned having been appointed Agents for the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$50,000 on Buildings, or on Goods stored therein.

**GIBB, LIVINGSTON & Co., Agents.**  
# 10 Hongkong, 24th August, 1864.

**LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.**

The Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine Risks at current rates.

**AUGUSTINE HEARD & Co., Agents.**  
# 471 Hongkong, 8th March, 1868.

**IMPERIAL FIRE INSURANCE COMPANY.**

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, and the Cargo of such Ships, also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in Foreign Countries, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of \$50,000 on any one First Class Risk.

**GIBB, LIVINGSTON & Co., Agents.**  
# 10 Hongkong, 1st January, 1867.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**

HEAD OFFICE—HONGKONG. AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports. No charge for Policy fees.

**JAS. B. COUGHRAN, Secretary.**  
# 557 Hongkong, 1st November, 1871.

**THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.**

NO. 11, LOMBARD STREET, LONDON, E.C. ESTABLISHED 1821. And empowered by special Acts of Parliament.

Subscribed Capital, £2,000,000. Sterling. Total invested Funds upwards of £2,500,000. Annual Income " £300,000.

The Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

**OLYPHANT & Co., Agents.**  
# 2317 Hongkong, 7th December, 1869.

**THE QUEEN INSURANCE COMPANY.**

CAPITAL—TWO MILLION STERLING. The Undersigned having been appointed Agents for the above Company at this Port, are prepared to grant Policies against Fire to the extent of £20,000, on Buildings or on Goods stored therein.

**NORTON, LYALL & Co., Agents.**  
# 241 Hongkong, 22nd January, 1870.

**NOTICE.**  
THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice.

## Insurances.

**NOTICE.**

**THE QUEEN INSURANCE COMPANY.**  
THE following rates will be charged in future for SHORT PERIOD Insurance, viz:—

Not exceeding 10 days 1/2 of the annual rate. Above 10 days and not exceeding 1 month 1 do. do. Above 1 month and not exceeding 3 months 1 do. do. Above 3 months and not exceeding 6 months 1 do. do. Above 6 months and not exceeding 12 months 1 do. do.

**NORTON, LYALL & Co., Agents.**  
# 232 Hongkong, 22nd January, 1870.

**BATAVIA SEA AND FIRE INSURANCE COMPANY.**

The Undersigned having been appointed Agents for the above Company at this Port, are prepared to grant Policies against Sea Risks at current rates.

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